## MERGER OF LINES **BLOW TO SERVICE**

Facilities Suffered When Interests Were Combined. Say Shippers.

### ROUTING WAS REARRANGED

Railroad Men Recall Conference When They Were Told to End Hostilities Between O. R. & N. and Southern Pacific.

Evidence tending to show that as results of the Harriman merger competition between the O. R. & N. and the Southern Pacific ceased in 1901; that part of the time steamship rates had

The conference, according to these witnesses, was called by Traffic Manager Ben Campbell, of the O. R. & N., whose authority in giving his instructions was contained in a letter from Traffic Director J. C. Stubbs to Mr. Campbell, Mr. Wilde came to Portland from San Francisco to attend this conference as representative of the general agent there for the O. R. & N. and Union Pacific.

Wallace McCamant Lectures Under Auspices of Irish League.

In his lecture last night before the union mass meeting of St. Francis, Sacred Heart and St. Stephen's parishes, in St. Stephen's Hall, East Taylor and East Forty-fourth streets, on 'Trish

Union Pacific.

Conference Ends Competition.

Prior to the time of this conference, competition between solicitors for rail-road business was keen, according to these witnesses. The instructions from Mr. Campbell, as understood by Mr. Wilde, were that agents for the three roads were to work more harmoniously together. They were told that Atlantic seaboard business was to move via the Sunset route through Southern California, El Paso and New Orleans, so far as practicable. Traffic in general was to move whichever way would be the most profitable to the system. If the Southern Pacific could make more money than one of the other roads of the merser in carrying a certain traffic, the Union Pacific or O. R. & N. solicitors were not supposed to solicit business for the Southern Pacific. Mr. Wildesaid he came to Portland without knowing for what purpose the meeting had been called.

The testimony of Mr. Sweek and Mr. The lecture was given under the aus-

ing for what purpose the meeting had been called.

The testimony of Mr. Sweek and Mr. McCusker was practically along the same line, but greater details were gone into in the matter of division of business. It was testified there was a division of traffic destined for the Atlantic seaboard and that destined for the territory west of the Atlantic seaboard seaboard zone and north of the Ohio River, the O. R. & N., Short Line and Union Pacific getting the haul of the latter to the Missouri River.

The agents were instructed not to press this division or the Sunset routing to the point of offending friendly connecting lines at the Missouri River terminals.

lines. The independent boats of late have been the only ones calling at Coos Bay or Eureka, he said, and the O. R. & N. will accept freight from those points from the independent lines and absorb the advance freight charges. On freight from San Francisco, however, where it has rail connections via the Southern Pacific branch of the merger, the railroad will not absorb the advance charges. "The result was to cut us out of business destined to interior points from San Francisco," said Mr. Baumgartner. "We had to quit handling it unless the freight was prepaid."

### Steamer Competition Ends.

Testimony by other witnesses also went into the steamship traffic history extensively. It was brought out by the Government that until the time of the merger, lumber-carrying steam schooners and the independent steamship lines operating between Portland and Sau Francisco were not factors in the passenger business, and that the O. R. & N. at times operated as many as four vessels on the route as many as four vessels on the route and for two years gave a provided three-day sailings. The present schedule for the two vessels still known as O. R. & N.

the two vessels still known as O. R. & N. boats is every seven days.

W. W. Cotton, for the Harriman lines, by cross-examination brought out the fact that losses of steamships had been sustained in recent years and that the independent lines were operating steamships of much better passenger and freight facilities than at the time the O. R. & N. maintained its best steamship service. The cross-examination was ap-

O. R. & N. maintained its best steamship service. The cross-examination was apparently in an effort to show that the merging of the O. R. & N. with the Southern Pacific had not been the cause of reduction in the service.

The river service was the subject of some of the testimony, also. J. L. Harrison, assistant superintendent for the Vancouver & Lewis River Transportation Company, testified that prior to 1991 the O. R. & N. maintained a steamer on the Yambill River but did not do so now. Several witnesses with knowledge of steamboat traffic on the Columbia, Williamette, Cowlitz and other streams, testified as to the manner of routing freight delivered by them in Portland, and cross-examination brought out that there had been no restrictions placed on routing since the merger was formed.

Fruit Routing Changed,

Fruit Routing Changed.

John Olwell, a fruit shipper of Medford, Or., testified that since the merger, the routing of fruit cars from his territory

had been changed but that he liked the Mr. Olwell said he had been handling 10 to 40 cars of fruit from his own orchards and anywhere from 20 to 150 cars per season for other growers, depending on the season. Previous to the merger, most of the Medford fruit had moved via Sacramento and the Central Pacific to Ogden. Now it all goes north to Portland, thence east over the O. R. & N., Short Line and Union Pacific. Prior to the formation of the merger, he said, freight solicitors for the Denver & Rio Grande used to come into the valley but did not do so any more. Mr. Olwell, however, said he had routed only a few cars over the Denver & Rio Grande and did so only because the solicitors were "good fellows," as he thought the route not the best. He said he believed the fruit shippers of his territory were getting quicker and better service via the Portland gateway and he had never heard of any desire among his neighbors for a reopening of the Sacramento route. The fruit, he said, kept better if shipped by a northern route. He also said there had been no change in rates since 1901 and he thought the shippers in his locality were very well satisfied with the rates on Eastern shipments. Mr. Olwell's testimony dealt with shipments of apples and pears. Mr. Olwell said he had been handling

Tells of Earlier Conditions.

The testimony given by W. H. Huriburt, general passenger agent for the Union Pacific for ten years prior to 1901, the date of the merger, dealt largely with competition in San Francisco and Portland prior to the merger. It was necessury, he said, to route passengers from Portland as far as Ogden over the Southern Pacific. The latter road preferred routing over the Sunset but the Ogden route was the shorter, and got the business. The Southern Pacific supplied the Union Pacific a full complement of tickets which were placed on sale in the Union Pacific offices. He said he did not regard the O. R. & N. boats as competing with the railroad for passenger business between Portland and San Francisco, owing to the infrequency of their sailings, while The testimony given by W. H. Hurlburt, Southern Pacific ceased in 1901; that part of the time steamship rates had been maintained by the Harriman interests by the use of subsidies; that the C. R. & N. steamship and river service had deteriorated, and that routings of freight and passengers had been changed to give the greatest profits to the system, was brought out in the merger hearing in Portland yesterday. The cessation of hostilities between rallway solicitors for the O. R. & N. and Southern Pacific, according to three dimenses, was the result of instructions given in a meeting of traffic men in Portland shortly following the formation of the merger.

These witnesses were: Thad T. Sweek, formerly correspondence clerk and contracting freight agent of the O. R. & N.: Thomas McCusker, formerly of the traffic department of the Southern Pacific, and W. W. Wilde, formerly of the traffic department of the Southern Pacific, and W. W. Wilde, formerly of the traffic department of the Southern Pacific, and W. W. Wilde, formerly of the traffic department of the Southern Pacific, and W. W. Wilde, formerly of the traffic department of the Southern Pacific, and W. W. Wilde, formerly of the traffic department of the Southern Pacific, and W. W. Wilde, formerly of the traffic department of the Southern Pacific, and W. W. Wilde, formerly of the traffic department of the Southern Pacific, and W. W. Wilde, formerly of the traffic department of the Southern Pacific of the C. R. & N. Thomas McCusker, formerly of the traffic department of the Southern Pacific of the C. R. & N. Thomas McCusker, formerly of the traffic department of the Southern Pacific of the C. R. & N. Thomas McCusker, formerly of the traffic department of the Southern Pacific of the C. R. & N. Thomas McCusker, formerly of the traffic department of the Southern Pacific of the C. R. & N. Thomas McCusker, formerly of the C. R. & N. Thomas McCusker, formerly of the C. R. & N. Thomas McCusker, formerly of the C. R. & N. Thomas McCusker, formerly of the C. R. & N. Thomas McCusker, formerly of the C. R. & N.

Davitt large credit.

The lecture was given under the auspices of the United Irish League. Music was furnished by the St. Stephen's orchestra, the Oregon Quartet and the Sacred Heart Chorister Society. J. Hennessy Murphy presided.

### MUST STAY IN PORTLAND

This Will Interest Those Who Have No Pianos.

connecting lines at the Missouri River terminals.

Subsidy to Steamer Line.

The story of the subsidizing of an independent steamship company to induce it to maintain rates was told by Fred P. Baumgartner, until two months ago geni in Portland for the California & Oregon Coast Steamship Company.

This subsidy was a guarantee of 100 tons of freight on each up trip from San Francisco for the independent vessels. The contract ceased, said Mr. Haumgartner, in 1963, when one or the other of the two companies, he could not recall which, remembered that the Eikins law was in existence. One of the companies refused to sign the agreement, and competition, he said, had been unrestrained since then.

Mr. Baumgartner also told of the method of the Harriman system of accepting freight from competing steamship lines. The independent boats of late have been the only ones calling at Coos Bay or Eureka, he said, and the O. R. & N. will accept freight from those points from the independent boats of late have been the only ones calling at Coos Bay or Eureka, he said, and the O. R. & N. will accept freight from those points from the independent lines and absorb the advance freight charges. On freight from those points from the independent lines and absorb the advance freight charges. On freight from the spoints from the independent bears of late have been the only ones calling at Coos Bay or Eureka, he said, and the O. R. & N. will accept freight from those points from the independent beats of late have been the only ones calling at Coos Bay or Eureka, he said, and the O. R. & N. will accept freight from those points from the independent beats of late have been the only ones calling at Coos Bay or Eureka, he said, and the O. R. & N. will accept freight from those points from the independent beats of late have been the only ones calling at Coos Bay or Eureka, he said, and the O. R. & N. will accept freight from those points from the independent beats of late have been the only ones calling at Coos Bay or Eureka, he said, and the O. I brought four different sample styles

## EXPANSION SALE.

This is no ordinary spectacular—flushing the people—sale. We feel in duty bound to make some compensation to our customers during the alterations. We have marked the entire stock at special prices, in some cases at less than wholesale, and in plain figures. We invite an inspection of the stock and prices. McAllen-McDonnell, Popular Dry Goods Store, cor. 3d and Morrison. See the Millinery and New Sample Suits.

## LATEST SHEET MUSIC

5, 10 and 15 Cents.

Popular, classical and folios. The E. P. Chariton & Co., 288-290 Washington at. The number of automobiles in England has doubled in three years.

## **Post Toasties**

Appeal to Good, Bad and Indifferent Appetites - morning, noon and night.

"The Taste Lingers"

Sold by Grocers.

## MEASURES

Long List of Titles Will Be on Ballots in the June Election.

TAKE TIME TO CONSIDER

Average Citizen Will Be Detained for a While in Reading Through 27 Summaries of Proposed Charter Changes.

Ballot titles for 27 different measures to be voted on in the June elec-tion have been prepared by the City Attorney, filed in the office of the City Attorney, filed in the office of the City Auditor for the required five days, and are now in the hands of the printer. These ballot titles do not include those of several initiative measures, the petitions for which have not yet been accepted by the Auditor. The excise board petition, the Gothenburg petition, Market-street bridge petition, municipal light plant petition and the Sherman-street bridge petition are still withheld pending the completion of the checking or action by the courts.

The ballot title prepared for the proposed general revision of the charter will head the list of measures, and will read as follows: read as follows:

An act to amend and generally revise the city charter submitted by a committee of 5 citizens, vesting all legislative power in 5 dispersion of the control of six members, disributing all executive business among six pureaus with one Counciling at the head of each bureau, abolishing political parties a municipal elections, fixing the salaries of all elective officers, amending the churter crovisions of the churter relating to local improvements and assessments, and to the grant and regulation of franchises and other provisions.

Two alternative amendments to section 227 of the charter are submitted following the general revision title. The first amendment provides that the cost of water mains shall be paid by the property benefited, and the second provides that the payment of such costs shall be out of the water fund.

to 237 of the charter are submitted following the general revision title. The first amendment provides that the cost of water mains shall be paid by the property benefited, and the second provides that the payment of such costs shall be out of the water fund.

Other Charter Changes.

The amendments to the charter proposed by the committee of seven appear in the ballot order in the following manner:

An act to amend Section 35 of the charter proposed by the committee of seven appear in the ballot order in the following manner:

An act to amend Section 67 of the Charter of the clark of providing that the cannel agent; and to adopt and enforce the use of life-saving devices for the charter of the clark of providing that the clark of the charter of the

SAVINGS ACCOUNTS, \$1 and up-interest bearing. TIME CERTIFICATES-

TRAVELERS' CHECKSavailable the world over.

interest bearing.

FOREIGN LETTERS OF CREDIT-likewise avail-

COLLECTIONS made on all available points.

We solicit your banking business.

In Our New Quarters at Sixth and Washington Streets With Unexcelled Equipment After July 1.

**MERCHANTS SAVINGS & TRUST** COMPANY

247 Washington St.

the discharge was not made in good faith for the purpose of improving the public service and that in case of discharge the burden of proof shall be upon the discharged employe.

An act to amend Section 331 of the charter of the City of Portland, as amended authorizing the Municipal Judge to appoint one deputy clerk of the Municipal Court, at a salary not to exceed \$100 per month.

An act to amend Section 349 of the charter of the City of Portland providing that the Auditor shall act as clerk of the viewers and prepare their reports in all proceedings for the establishment, laying out, opening, widening or change of any street.

An act to amend Section 355 of the

the City of Portland, providing that the City Council, may purchase bonded to the City Council, may purchase bonded any fide fund and hold such bonded warrants as cash.

An act to amend Section 298 of the Charter of the City of Portland, as amended, authorising any blank half sick of \$50 cm and the council and the city of the City of Portland, as amended ing funds from being deposited on time-criticates of deposit.

An act to amend the Charter of the City of Portland by insertling therein a few section, to be known as Section 298 of the Charter and articles 4, 5 and 6 of chapter to such deposit.

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# COMMERCIAL ELIMINATION ELIMINATION OF THE CRECK ACCOUNTS—UNTE-STREET, STRICK ACCOUNTS—UNTE-STREET, STRI

The sale of lots nearby at from three to five times the prices asked by us, is stimulating sales in Elmhurst. Only a few lots left. All will be gone in a few days. Restricted district. All improvements. Close in. Prices low. Easy terms. Make your selection in Elmhurst today. We will show you by automobile.

## American Trust Co.

200 CHAMBER OF COMMERCE

Main 3143; A 1312

acquisition, installation, improvement and repair of incinerating plants and their necessary accessories, for the destruction of garbage in the City of Portland, by an amendment to article 8, chapter 7, of the charter of the City of Portland, by inserting therein a new section to be known as section 455%.

Two million dollars bridge bonds to be authorized to construct a high bridge across Willarnette River, from Broadway and Larrabee atreats on the East Side, following the line of Broadway street extended westerly in its present course to a point at or near its intersection with Seventh street on the West Bide, by an amendment to article 8, chapter 3 of the charter of the City of Portland, by inserting therein a new section to be known as section 118%.

All of the above titles will appear on the oficial ballot, followed by places where the voter may cast his vote "yes" or "no." It is said that danger of defeat exists as to all the proposed meas-

Suppose vou were

placed on an island upon

which there were just two houses, belonging to two

men, one of which was

offered for sale at \$20 a month for six years, and the other was offered for

rent for \$20 a month for life, which house would

One doesn't need a col-

lege education to answer that question, and yet many who have college educations don't answer

it as well as a little child

you take?

## LAND OPENING

## GOODING IN SOUTHERN IDAHO

THE GOLDEN OPPORTUNITY OF SECURING A HOME of 5, 10 or 20 acres, where all kinds of fruit can be grown to perfection, such as apples, pears, plums, peaches and all small fruits and berries.

1200 acres of the Home Ranch of Ex-Gov. Gooding,

adjoining the Townsite of Gooding, on the Main Line of the Oregon Short Line and the junction of the Idaho Southern, which serves the great Twin Falls North Side Tract, will be offered for sale to Home-Makers only. UNDER CAREY ACT RULES ON MONDAY, MAY 17, 1909

This land will be sold on easy terms to the man who will improve it and build a home. Not a single tract of this land will be sold to the speculator, but only to the man who is willing to enter into a contract to cultivate it and build a home thereon within a year, and not more

than 20 acres will be sold to any one person.

These tracts will be sold at prices ranging from \$360 per acre for those adjoining the townsite to \$200 per acre for those more remote. None of this land is more than one-half mile from the Idaho Southern Railroad, now being operated, and which will soon be turned into an

A large portion of this ranch has been in alfalfa for the past 10, 15 and 20 years and is now in cultivation to sugar beets, alfalfa and grain.

FIRST-CLASS WATER RIGHT WITH EACH TRACT Easy terms will be given, one-fifth cash at time of purchase and balance in ten annual payments, with interest at rate of 6 per cent.

DEPOSIT REQUIRED

A deposit of \$100 must be made with the Gooding Townsite Company before noon of the 17th of May by those desiring to participate in this drawing. If no selection is made money will be refunded.

## CHAS. T. MANNING REALTY CO.

GENERAL SALES AGENTS GOODING TOWNSITE CO., LTD. GOODING, IDAHO.

## PRINCE RUPERT, B. C.

The Government of British Columbia and the Grand Trunk Pacific Railway, joint owners of Prince Rupert, will offer for sale by public auction at Vancouver, British Columbia, on May 25 to 29, between 2000 and 2400 lots, selected from different portions of the city.

The terms of sale are-one-quarter cash, balance one, two and three years at six per cent interest.

Prince Rupert is the terminus of a mighty transcontinental railway system in what is destined to be one of the greatest traffic routes in the world.

Prince Rupert will command the trade of Alaska, the Yukon and the North. It will be the commercial outlet for the rapidly developing interior of British Columbia. It is the center of a great fishing and lumbering business. It is the coming city of the great

For maps and all further particulars, write

C. D. RAND, Agent for Government and Railway, Vancouver, B. C.

tract in the city with as many homes actually in course of construction. There's a reason. Ask about our FREE RENT OFFER to lot buyers. It's money in your pocket. Take East Ankeny-Rose City Park car to end of line, and don't be misled.

could. Why? Don't ask me. I don't know why people prefer to throw money

away rather than invest it in a home where they get the dividends every day they

live. And yet, we are converting many of them. It is slow and expensive work,

but it is bringing them in. Many of Portland's best citizens, active, energetic,

ambitious people, who have grown tired of the landlord's lash and his over-

bearing methods, have bought lots and are building homes in GREGORY HEIGHTS. Some of them are camping right on the ground, watching and

waiting as their homes rise from the ground, and they are saving rent every day.

proposition for the man who pays rent. See if you can find another as new

Come out. Take a look at this splendid tract, and view the mountains, the river and the city. Inspect it on every side, and see if you can find such another

but see a GREGORY HEIGHTS salesman. We GREGORY HEIGHTS won't say all others are the Best Place imitations, but some are. for a Home.

WEIGHED AND FOUND

RECOR INVESTMENT CO. ON